(i) To regulate delibrate overloading by truckers. Computerized check posts have operationalised at all State entry check points by R.T.O. authorities. Apart from this, constant monitoring/ checking by R.T.O. authorities goes on at various road points by R.T.O. Officials.

(ii) All District Traffic Police units have been given Doppler Radars to check over speeding by drivers.

(iii) To check excessive use of dazzling lights by drivers, due legal action under Gujarat Motor Vehicle Rules, 1988 is being taken by enforcement authorities.

(iv) To see that highway users get rest at highway points, certain areas have been demarcated as rest and parking areas on highways.

(v) Vulnerable points on highways have been earmarked and necessary road engineering measures like constructing road dividers, traffic islands, etc. have been undertaken. Mandatory road signs have been displayed at sensitive areas.

Study on Natural Rubber Modified Bitumen (NRMB)

2037. SHRI R. P. GOENKA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether a detailed examination has been made of the recently reported studies on Natural Rubber Modified Bitumen (NRMB) which can save about 30 per cent road construction and maintenance cost per year, as per a new report appearing in the "Business Standard" dated 9th January, 2002;

(b) if so, the result of the examination and the policy initiative taken towards rubberisation of roads;

(c) whether the Rubber Growers and Processors Association has also made certain suggestions in this behalf; and

(d) if so, the details thereof and the actions taken/proposed to be taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (MAJ. GEN. (RETD.) B.C. KHANDURI): (a) and (b) The studies have revealed that rubber/ polymer Modified Bitumen, which includes NRMB (Natural Rubber Modified Bitumen) as one kind of the Modified Bitumen, provides more durable roads by reducing susceptibility towards temperature variations and improving the desirable properties of the bitumen thereby giving overall better performance. Government has decided to use the rubber/polymer modified bitumen in the periodical renewal works for maintenance and bituminous wearing course of original works on National Highways for at least 10% length.

(c) and (d) Association of the Planters of Kerala through Ministry of Commerce & Industry has suggested the use of NRMB in the Golden Quadrilateral Road Project. All the projects on Golden Quadrilateral excepting 93 kms have been awarded and are under implementation. NRMB alongwith other bitumen modifiers will be considered for use in North-South and East-West corridors and other bituminous wearing courses as mentioned in reply to parts (a) and (b) above.

Under-utilisation of CRF

2038. SHRI R. P. GOENKA:
SHRI RAMDAS AGARWAL:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that a substantial amount of the fund allocated by the Central Government to the States for construction of roads and highways is not being utilised by most of the States and it is lying in banks;

(b) if so, the details of the disbursement and utilisation of the Central Road Fund during 2000-2001 and 2001-2002 till date, State-wise; and

(c) the steps taken for optimum utilisation of funds by the States for construction of roads?